TEN GRAIN SHIPS CHARTERED

Transaction Marks Biggest Day's Business Ever Done in This Line on Pacific Coast.

TO CARRY MILLION BUSHELS OF WHEAT

Activity Results From Understanding Between Owners and Shippers Whereby Minimum Tariff Is Reduced.

Ten grain ships were chartered yesterday to load at Portland, the shippers retaining the option of loading them at Tacoma. It is thought that the business will be about equally divided between the two ports. It is the biggest day's business in this line ever transacted on the Pacific coast.

Three thousand tons is the average carrying capacity of the vessels. Fully loaded they will take out in the neighborhood of 1,000,000 bushels of wheat. All of them were taken to transport cargoes to the United Kingdom and the amount they will carry represents about one twelfth of the grain exports sent to Europe from this port in the course of a year.

The freight rate to be paid if they load at Portland is 27s 3d, but if they are fitted out with cargoes on the sound the owners will receive 26s 3d. G. W. McNear's local agent says it is reported that his firm has four of the vessels. The ships said to be taken by McNear are the Hoche, the Alice Marie, the St. Mungo and the Clan Graham. One of the other craft engaged is the Clan Galbraith, but the names of the others have not been learned.

News of the charters was wired from San Francisco this morning and inquiries have been sent there by the local exporters for additional information. It is believed that a number of the chartered ships are vessels which have been lying idle at the Bay City for the past year or two waiting for business to pick up. Two or three square-riggers, suitable for the grain trade have been tied up at San Francisco for several years, because the owners refused to accept the prevailing freight rates. Among these are the British ships Burmah, Buteshire, Cawdor, Ellisland and Scottish Moors.

Believing that they were showing too much discrimination against Portland by fixing the minimum rate for transporting grain from here at 27s 6d, it is said that the owners have compromised by placing the figures at 27s 3d, which is still one shilling in excess of the tariff for loading on the sound. But at the reduced rate it is held that they will be in a position to place their tonnage much more quickly.

Of late there has been almost a deadlock between the owners and exporters over the rate question. It is believed that they have now reached an understanding and that from this time forward the frequent chartering of ships will result.

CHANGES IN AIDS.

Lighthouse Board Explains in Notice of Interest to Mariners.

Recent changes in aids to navigation are pointed out by the lighthouse board in a notice to mariners:

Columbia river, Knappton channel buoy, No. 4, a red second-class spar, found adrift September 26, was replaced the same day.

Channel east side buoy, No. 6½, a red first-class spar, found adrift September 19, was replaced the same day.

Cottonwood island shoal, No. 1, a black first-class spar, found out of position October 4, was replaced the same day.

Reeder crossing buoys, Nos. 4 (red), 6 (red) and 1 (black), each a first-class spar, found adrift October 4, were replaced the same day.

Willamette river, Nigger Tom island buoy, No. 1, a black second-class spar, was established October 4, in 14 feet of water, as a guide in the channel.

Willamette river lighthouse, NE. ¼ N.

Nigger Tom island, right tangent, SE. ¼ S.

Coon island, right tangent, N. by W.

Willapa bay entrance, Willapa bay outside bar whistling buoy, PS., marked "Willapa" in white, which went adrift October 6, was moved, October 21, about 3 13-16 miles NNW. ½ W. of its former position, and was established in 102 feet of water, to mark the entrance to the north channel over the bar.

Willapa bay lighthouse, NE.

Goose point, tangent, E. ¼ N.

North edge of trees on Leadbetter point, ESE. ¼ E.

Grays harbor entrance, Grays harbor outside bar whistling buoy, red, marked "Grays Harbor" in black, was moved, September 9, about ½ mile S. ½ E. of its former position, and was established in 92 feet of water.

Lone Tree, Point Brown, NNE. ¾ E.

Jetty wharf, inside the bay, NE. by E. ½ E.

Grays harbor lighthouse, ENE. ¾ E.

Inner buoy, a PS. first-class nun, was discontinued September 12.

Trustee spit buoy, No. A, a red first-class nun, was discontinued September 12.

South channel outer buoy, a PS. first-class nun, marked "S. C." in white, was discontinued September 12.

EXPECT A BOOM.

Steamboat Men Look for Good Times When Construction of Road Begins.

Steamboat men are preparing for the boom which they say is sure to result just as soon as the work of building the north bank road down the Columbia has been started in earnest. As the steamers will be inadequate to handle the heavy traffic from this city barges are being bargained for on which to transport material to points along the proposed route of the railway.

The barge Klickitat, the largest craft of the sort in port, is owned by the Oregon Railroad & Navigation company, and it is said that it cannot be procured for the upper river business at any cost. The few barges that are available have been secured and it is believed that a sufficient number of others can be gotten together to handle the material which will be shipped from this end of the line. Powder, rails, ties, lumber and hardware will comprise a big portion of the freight which the railroad company will procure in Portland. With five or six barges and all of the steamers which are now plying between here and the upper river in commission it is thought no delay will be experienced in getting the material promptly on the ground.

Two or three steamers and barges also will be needed to operate between Kennewick and Celilo, and so far as known the company has made no arrangements for securing them. The Mountain Gem and Columbia are the only craft up there not owned by or under charter to the O. R. & N., and it is supposed that the new line will press them into service.

The bulk of the grain crop remains to be moved from points on the upper river to tidewater, while the regular traffic has to be looked after, and consequently the steamboat men say that times are going to be more lively for them this season than they have ever experienced.

WAITING FOR TUGBOAT.

Louis Is Only Five-Masted Schooner on Pacific Coast.

Waiting on the outside for a tugboat to bring her into the river is the schooner Louis, which bears the distinction of being the only five-masted schooner on the Pacific coast. She is coming from San Francisco to load lumber for a California port. The vessel is of 819 tons net register.

INSPECTS WORK.

Major Roessler Returns From Trip to Umatilla and Celilo.

Major S. W. Roessler returned this morning from Umatilla and Celilo, where he went to inspect the government work being done at those points. Near Umatilla United States engineers are making a survey of the channel to ascertain how much it will cost to make the stream navigable the year round. Their survey will extend as far as the portage road and they will be occupied at the task for the next two or three months. So far, the worst obstructions they have found consist of bowlders which it will be necessary to blast and remove. It is said that a number of projecting ledges are also a menace to easy navigation. The work of building the canal at Celilo has just been started in good shape and the major says it is progressing satisfactorily. The big portion of the operations so far consists of drilling and blasting. Preparations are being made to start building the concrete wall.

MAY HELP TELEPHONE.

Reported That Steamer Nunivak Has Been Chartered for Dalles Run.

There is a report that the steamer Nunivak will soon be brought from the sound and placed in service on the Willamette and Columbia rivers, running out of Portland in connection with the Telephone, which is now laid up being converted into an oil-burner. Captain Cochran, one of the principal owners of the latter craft, is in Seattle and it is said that he is making arrangements for the Nunivak to be brought down here. She belongs to Hofius & Co. and for the past month has been lying idle.

The Nunivak is more than 200 feet in length and capable of handling about 500 tons of grain at a trip. If the reported deal goes through it is supposed that she and the Telephone will be placed in regular service between Portland and The Dalles, carrying freight and passengers.

TRIAL TRIP A SUCCESS.

Sternwheel Gasoline Boat Develops Unexpected Speed.

With Jacob Kamm and a number of others interested in the craft on board the new sternwheel gasoline boat just built by the Lewis River Transportation company for operation on the upper waters of the Lewis river was given a trial trip in the harbor late yesterday afternoon. She was taken below the bridges then run past the sawmills in the upper harbor and reached the dock at the fot of Taylor street after completing the circuit in seven minutes. It is believed that she is capable of at least 10 miles an hour.

The craft has been christened the Spielli for one of the principal tributaries of the Lewis river. She is 45 feet long, 12 feet wide and draws 6½ inches of water when light. With 15 tons of freight on her the draft is about 10 inches. The boat is provided with a cabin nicely furnished and accommodates 60 passengers. She will go into commission next Saturday or the first of next week. The vessel will be stationed above the forks of the Lewis and will connect iwth the steamer Mascot from Portland.

ALONG THE WATERFRONT.

Today the steamer Mountain Gem again will go in service transporting grain from points on the Snake river to the portage road; she has been lying idle for several weeks on account of the low stage of the river.

United States Inspectors Edwards and Fuller inspected the steamer Tahoma yesterday afternoon, which of late has been operated by the Kamm line.

Schooner Beulah will leave down this evening lumber laden for San Pedro. Her cargo was supplied by the Inman-Poulsen mill.

Steamship Oceano shifted yesterday afternoon from Montgomery No. 1 to No. 2 and the Algoa from the flour mills to No. 1.

Complaint about the Glisan street sewer which deposits refuse underneath the Alaska dock will be made to the health officer today. It is said that the stench has become unbearable to the employes at the dock.

Three gangs of longshoremen worked all night loading the steamship Algoa and it is said that as many will be employed on her tonight. An effort is being made to have her cargo completed by Saturday.

German ship Adolf shifted this morning from the dock of the Oregon Water Power to Columbia No. 2, where she will receive a grain cargo.

J. J. Moore & Co. chartered the British steamship Blackheath, 1,719 tons, this morning to load lumber at Portland for the orient. The vessel is at Sourabaya and will sail in a day or two for the Columbia river.

British ship Carradale moved from Martin's dock last evening to the flour mills and the German ship Oregon from the stream to Montgomery No. 2.

Steamer Whittier has arrived from San Francisco with 10,000 barrels of crude oil. The shipment has been discharged and the vessel is on her return trip to the Bay City.

United States Inspectors Edwards and Fuller will inspect the Vancouver ferryboat this afternoon.

After a three days' passage from San Francisco the British steamship Agincourt arrived at Astoria this morning and will leave up for Portland this afternoon. She is under charter to Mitsui & Co. to load grain and flour for the far east.

LUMBER FOR UNCLE SAM.

Expected Bids Will Be Asked for Supplying a Quantity for the Philippines.

Proposals for supplying government lumber for shipment to the Philippines will soon be solicited, it is thought, by the quartermaster's department. A number of the best buildings on the islands were destroyed recently by a tornado and it is declared that the government soon will take steps to replace them. It is estimated that fully 10,000,000 feet of lumber will be needed for this purpose.

When asked about the matter, Captain Jesse M. Baker, local disbursing quartermaster, said that lumber bids undoubtedly would be asked for at an early date. Portland has received a good portion of this business in the past and the local millmen say they are prepared to bid against any and all competitors. If the estimates of the quantity needed prove correct the product will make at least three big cargoes.

MARINE NOTES.

Astoria, Oct. 26.—Arrived down at 9:15 a. m., British steamer Knight Errant and steamer Northland.

Astoria, Oct. 26.—British steamship Agincourt and steamers Eureka and Wasp arrived at 11:30 a. m. from San Francisco.

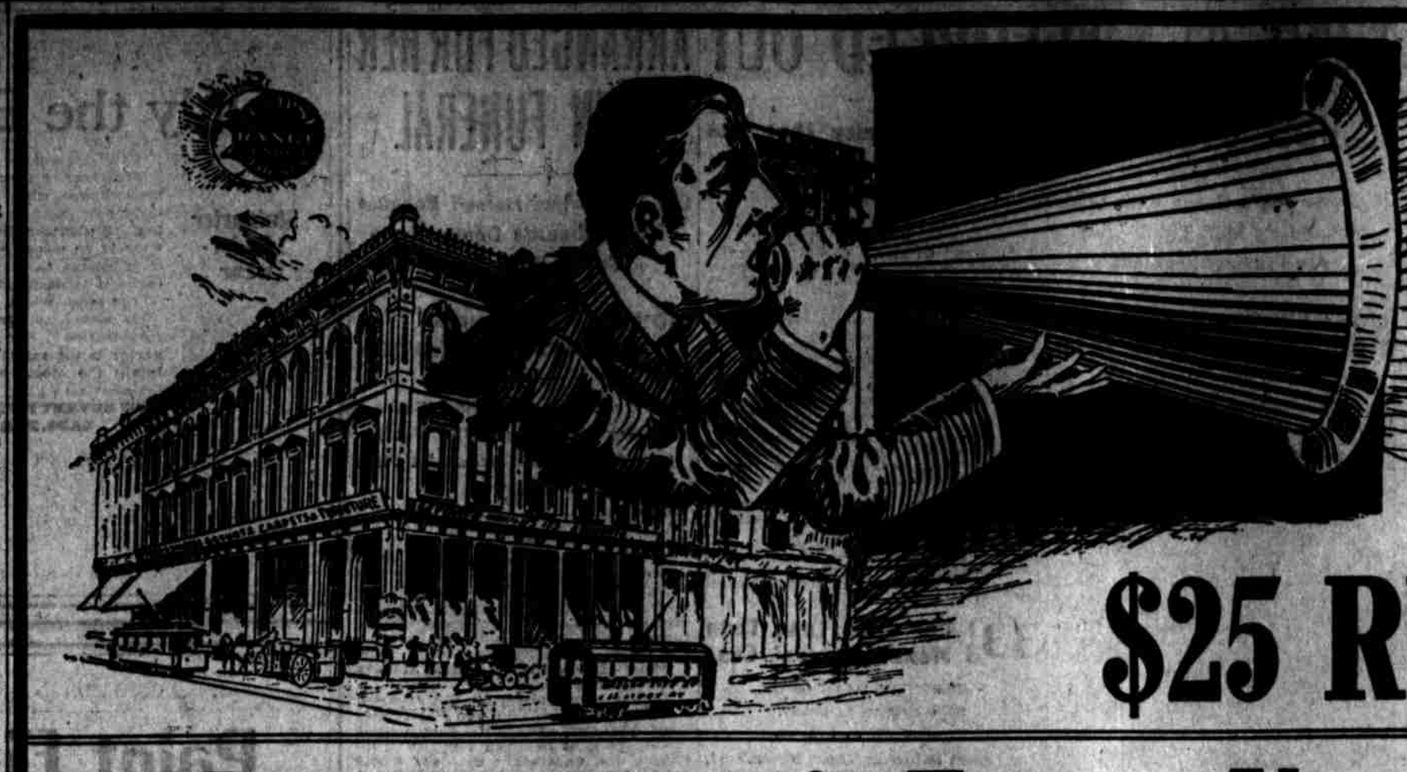
San Francisco, Oct. 26.—Arrived at 4 a. m., steamer Columbia, from Portland.

Astoria, Oct. 26.—Sailed at 3 p. m., steamer Alliance, from Coos Bay and Eureka. Arrived at 4 p. m., French ship Vauban, from Genoa via Hobart. Sailed at 7:30 p. m., steamer Roanoke, for Port Los Angeles and way ports.

San Francisco, Oct. 26. — Arrived, barkentine Tam O'Shanter, from Portland.

Astoria, Oct. 26.—Condition of the bar at 8 a. m., obscured; wind north, light; weather cloudy.

Astoria, Oct. 26.—British steamship Abergeldie arrived at noon from Moji and French bark L. Hermitte, from Antwerp, is on the outside; steamer Northland sailed at noon for San Francisco.



A RUG CHANCE FOR YOU!

$25 RUGS for $20

A Manufacturer's Error, Your Opportunity

By one of those unaccountable blunders on the part of a Philadelphia manufacturer, a big rug order has been duplicated, and having already supplied ourselves with all the stock our business would warrant, we have declined to handle these unsolicited goods on the old terms. The matter has finally been adjusted by the Philadelphia firm writing us, in effect, "SELL AT 20 OFF AT OUR LOSS." We have accepted these goods on such terms, and shall endeavor to convert them into cash within the next six months by the plan of

"Roosevelt" Tapestry Brussels

Nos. 109, 207, 209, 212, 213 consist of seamless 10-wire Tapestry Brussels Rugs, fully 9x12 feet in size; elegant weaves in oaks, greens, tans, reds, oriental and floral effects; assorted patterns in handsome colorings. These rugs sell for $25.00, but owing to the discount obtained through the manufacturer's error in shipping without orders to do so, we are enabled to quote them at..... $20

$25 Rugs for Only $20! That's What It Says, and That's What It Means.

$2.50 DOWN, $1.00 A WEEK.

Cosy Corners

These cozy nooks are more popular than ever. We employ an expert in our drapery department who may be able to suggest just what you want—something new—something "different." Movable cozy corners fitted up in your home at small expense and on easy payments. A beautiful cozy corner can be built for only $30

Easy Payments

$2.50 Down
$1.00 Per Week

It is indeed a rare opportunity to secure an elegant rug for the parlor, library, den or dining-room. This morning we placed these elegant Rugs on sale, and you'll find them the best Rug bargains offered this season. They are the newest and best designs of one of the best makers in America. They are all room size, 9x12 feet, and there is a wide range of qualities, sizes, patterns and prices. Then, think of the terms! Nearly six months within which to pay for a rug!

See Our Window Display on First St.

If that room needs a new Rug, now is your opportunity. Credit extended to all. You do not need a bank account to do business here.

SALE ON FOR TEN DAYS

Carpets of the Finest

Remember, we have one of the finest carpet assortments on the coast, and as to price we cannot be undersold.

GEVURTZ & SONS

173-175 First Street 219-227 Yamhill Street

10-Wire Afghanistans

Nos. 221, 227 and 228 are 10-wire Afghanistan Rugs, full size 9x12 feet; three seams; beautiful designs in tans, plain greens, reds and small tan effects; rugs that always sell for $25, but through this manufacturers' sale you may take them at only..... $20

$2.50 down and $1.00 a week until paid for.

Bath and Hall Rugs

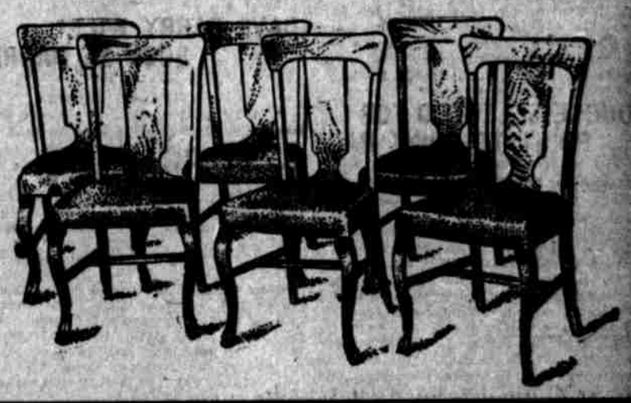
In this lot will be found a beautiful assortment of Bath, Hall and Den Rugs, at prices correspondingly reduced.

Another Special!

$7.50 Dining Chairs, $5.00

These splendid $7.50 weathered oak, box seat, leather upholstered Dining Chairs, now on display, are made a special at only $5.00. Other chair prices cut from $5 to $3.50, $3 to $2.50, etc. See Yamhill street window.

Full set of chairs, at these reduced rates, $1 DOWN, $1 A WEEK.



TEETH

No Pain No Pain
NICE TEETH

We are the discoverers and originators of the only reliable and scientific system of Painless Dentistry. We extract, crown, fill and clean or treat teeth absolutely without pain and guarantee all work for fifteen years. Our work is the best, our prices the lowest consistent with first-class work. EXAMINATION FREE. Our plates are undetectable from the natural teeth and are guaranteed to fit.

FILLINGS.....50c, 75c and $1.00
GOLD CROWNS.....$3.00
BRIDGE WORK.....$3.00
FULL SET NATURAL TEETH.....$5.00

Open for business until 8 o'clock evenings.

Boston Painless Dentists